





# Today's Advertisements.

## NOTICE.

It appears to the undersigned desirable that the opinion of the BRITISH CIVIL UNOFFICIAL COMMUNITY OF THE COLONY should be ascertained on the subject of the COMPOSITION of the SANITARY BOARD and submitted for the consideration of His Excellency the Governor.

The most impartial method appears to be that of secret ballot and it is proposed to place for that purpose two properly screened ballot boxes at the CITY HALL on FRIDAY and SATURDAY, the 15th and 16th instant, between the hours of 4.30 and 7.30 P.M.

All male British subjects over the age of 21 resident in the Colony, those in the service of the Imperial and Colonial Governments excepted, are hereby invited to record their Votes at the times and place above-mentioned.

Captain W. C. HASTINGS and Mr. A. COXON have consented to act as Scrutineers of the Ballot.

One of the ballot boxes will be labelled "UNOFFICIAL MAJORITY" and the other will be labelled "OFFICIAL MAJORITY."

The result of the ballot will be published. (Signed) C. P. CHATER, T. H. WHITEHEAD, N. J. EDE, T. JACKSON, A. MC CONACHIE, J. J. FRANCIS.

Hongkong, 12th May, 1896.

## GOVERNMENT BILLS.

**TENDERS FOR SPECIE - MEXICAN DOLLARS.** Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the London Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on FRIDAY, the 15th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

WILLIAM L. BARR,

Colonel,

Her Majesty's Treasury Office, Queen's Road, Hongkong, 12th May, 1896.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports TOMORROW, the 13th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers, Hongkong, 12th May, 1896.

**"SHELL" LINE OF STEAMERS.**

FOR LONDON AND HAMBURG. The Company's Steamship

"COWRIE," Captain Pearson, will be despatched as above on THURSDAY, the 14th instant.

For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents, Hongkong, 12th May, 1896.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"MENMUIR," Captain Craig, will be despatched for the above Ports on SUNDAY, the 17th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 12th May, 1896.

**"SHIRE" LINE OF STEAMERS.**

FOR NAGASAKI, KOBE AND YOKOHAMA. The Steamship

"CARMARTHENSIRE," Skipper, will be despatched for the above Ports on THURSDAY, the 21st instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 12th May, 1896.

**DAKIN, CRICKSHANK & COMPANY, LIMITED.**

VICTORIA DISPENSARY, HONGKONG.

**AERATED WATERS.**

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MENSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 12th May, 1896.

## Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

## PRICE LISTS.

With Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERRY.**—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

**CLARET.**—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

**BRANDY.**—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY.**—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO. LD.**

THE HONGKONG DISPENSARY, Hongkong, 12th January, 1896.

## BIRTH.

At The Niche, Yokohama, on April 20th, the wife of Captain J. TURNER HARRISON, of a son.

**MARRIAGES.**

On April 25th, at Christ Church, Yokohama, by the Rev. E. C. Irvine, M.A., FRANCES ERNEST WORTH, eldest son of F. Worth, Esq., Bristol, to LILLIAN GERTHOLD, eldest daughter of Richard Abbey, of Yokohama.

On April 25th, at the residence of the U.S. Consul-General, Yokohama, by the Rev. J. C. Davis, of Tokio, W. S. STONE, of Yokohama, to ADELE C. MORRISON, of Chicago.

**DEATHS.**

On the 30th ult., at Shanghai, JAMES ALLAN, late 3rd Engineer of the s.s. *Onawa*, aged 24 years.

On the 30th April, ROBERT SCOTT, late Pilot steamer *Onawa*, aged 37 years.

Drowned at Wessenden on the 30th of April, GEORGE GREENSHIRE, the dearly beloved husband of Jeanie Davidson and third son of William and Sarah Davidson of Dumfries, Scotland, aged 42 years.—Home papers, please copy.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, MAY 12, 1896.

**TELEGRAMS.**

(Special to Hongkong Telegraph.)

**THE CHEFOO DIFFICULTY.**

FOREIGN MERCHANTS PROTEST.

THE RUSSIANS GAIN THEIR END.

SHANGHAI, 11th May, 10.08 p.m.

My Chefoo correspondent telegraphs that the difficulties there arose through a Russian firm, Messrs Smith & Co., purchasing the forebore in front of Messrs Ferguson & Co's, jetties from the Chinese authorities. Messrs Ferguson & Co. naturally objected, and the other foreign firms, who were also threatened, joined Messrs Ferguson and Co. in protesting against the sale.

The matter was referred to Peking, where the *Chargé d'Affaires* protested, but Messrs Smith and Co. have been backed up throughout by the Russian Government, and have now received their title-deeds.

**REUTER'S MESSAGES.**

THE UNITED STATES AND CUBA.

LONDON, May 10th.

A court-martial held in Havana has condemned the crew of the American filibustering schooner *Compadre* to death. There is great excitement in America and President Cleveland has informed Spain that the execution of the prisoners without a civil trial will be regarded as an unfriendly act. A battalion from Florida has been ordered to be in readiness for an emergency.

**THE MATABELE RISING.**

The advance of the Imperial troops has been stopped at Mafeking, as Earl Grey is of opinion that the revolt is crushed.

**GREAT BRITAIN AND THE TRANSVAAL.**

Mr. Chamberlain, speaking in the House of Commons, said that it was impossible to think of going to war with the Transvaal Republic for the purpose of remedying the grievances of the Uitlanders. The only conceivable chance of war was in the event of the Republic deliberately breaking the terms of the Convention of 1884. The first object of the British Government was to preserve its supremacy, and the second to establish a union between the British and Dutch in South Africa.

## (From Japanese Papers.)

## THE KOREAN CONCORDAT.

TOKYO, May 1st.

Mr. Komura, the Japanese Minister in Seoul, is expected to return to Japan in the course of a week or two, in order to make a report on the matter of Japanese and Russian co-operation in Korea.

An extraordinary meeting of the Cabinet was held today at the residence of the Premier, Count Kuroda, president of the Privy Council, and Major-General Kawakami were present, and it is believed the meeting had reference to the position in Korea.

TOKYO, April 30th.

It is reported that two companies of Japanese soldiers are to be stationed at Seoul, and one company each at Fusan and Gensan, when reliefs are sent for the soldiers now in Korea.

**AFFAIRS IN KOREA.**

TOKYO, May 2nd.

It is stated that the Japanese Government will shortly hand over to the Korean Government the telegraph line between Seoul and Gensan, and that between Seoul and Wiju.

FUSAN, May 1st.

It is reported that a party of telegraph coolies have been attacked by Koreans between Chajin and Kaku. Assistance. It is added, has been sent by the Japanese officials.

The inhabitants of the country between Seoul and Fusan are stated to be much excited over the railway project, as they fear it will ruin their business.

TOKYO, April 30th.

A few Russians, who have been making observations at Gensan and Fusan, are reported to have arrived at Nagasaki.

**THE KOREAN RAILWAY SCHEMES.**

SEOUL, April 30th.

The Japanese Chamber of Commerce has elected a committee of five to consider the scheme for a railway from Seoul to Fusan.

It has been decided to invite the Chambers at Chemulpo, Fusan, and Gensan to each send a representative to proceed to Japan as a deputation with respect to the undertaking.

**THE OPIUM TRAFFIC IN FORMOSA.**

TOKYO, May 2nd.

The authorities are credited with having resolved to exile all healthy Formosans found guilty of a breach of the new opium regulations. This resolution is intended to come into force next August after Viscount Katsuyama returns to the island, of which he is the Governor. The exiles will be sent to the Hokkaido.

**THE PREMIER'S PROPOSED VISIT TO FORMOSA.**

TOKYO, May 2nd.

It is reported that the next season is so imminent, Marquis Ito and Marquis Salgo have postponed their proposed visit to Formosa.

**THE CHINESE INDEMNITY.**

TOKYO, May 2nd.

A telegram received by a foreign firm at Yokohama states that the Chinese Government contemplate paying the whole of the indemnity money after the second instalment has been drawn.

It has been definitely settled that one-half of the second instalment of the Chinese indemnity shall be paid in London by the 1st inst., and the remaining half in Berlin by the same date. The whole amounts, at the present rate of exchange, to a little over £2,300,000.

(Special Telegram.)

**FATAL ACCIDENT AT PENANG.**

PENANG, May 11th, 10 a.m.

At eleven o'clock last night there was a fatal accident here. Mrs. Playell, Captain Playell's wife, fell downstairs and was killed.

**TEPHOON WARNING.**

Senior José de Navarro, Spanish Consul at Penang, has courteously favoured us with a copy of the following telegram, received from Manila:

"BRISBANE, May 12th, 10.30 a.m.

A depression, far distant to the south, crossed the meridian of Manila last night, moving toward the China Sea.

**LOCAL AND GENERAL.**

An important notice to all British residents will be found in our advertising columns to-night.

THERE were ten cases of plague to-night—two in the city, four in British Kowloon, and four in the Harbour.

MEMBERS are reminded of the annual meeting of the Chamber of Commerce to be held in the Chamber's Room, City Hall, to-morrow afternoon at 3.30 p.m.

THE charge of being concerned in the armed attack in Wanchai on the night of the 2nd inst. made against the three men arrested the next day was this morning called on at the Police Court. The principal witness, the man who killed the watchman, is still confined in the Hospital by his wounds, and the shopkeeper whose place was raided has disappeared. Under these circumstances the hearing was remanded for eight days.

A CORRESPONDENT, writing from Shanghai, sums up the late race meeting as the most enjoyable as well as most successful one for years. The time for the Champions was, as we pointed out, equal to the record, while at one and a half mile, on a heavy course, the time was only 15 seconds slower than the phenomenal record established by Teon Kwang many years ago. The greatest success of the meeting was attained by Invader, which captured the triple events, the Critterons, Shanghai Stakes, and Champions—a record in Chinese racing.

**MEMORANDA.**

TUESDAY, 12th May.

8.30 p.m.—Meeting of St. John's Lodge.

WEDNESDAY, 13th May.

11 a.m.—French Mail closes.

Noon.—*Saghalin* leaves for Europe.

Noon.—*Coptic* leaves for San Francisco, via usual ports of call.

3.30 p.m.—Annual general meeting of the Members of the Hongkong General Chamber of Commerce at the rooms of the Chamber, City Hall.

SATURDAY, 16th May.

9 p.m.—Meeting of Penanceance Lodge.

SUNDAY, 17th May.

Daylight.—*Olympia* leaves for Victoria, B.C., and Tacoma, via usual ports of call.

SEVENTY-FIVE animals infected with rinderpest were slaughtered in the Fukumura district of Kobe on the 28th ult. Compensation was paid to the amount of 5,867 yens.

It is reported from Formosa that the price of Tamsui tea will very likely be much higher than last year. The growers have already demanded \$4 per picul more than was paid in the previous season.

A PRAYER for rain was read in the Anglican Church at Bangkok on the 26th ultimo, and the congregation dispersed just in time to see the first drops of the storm that broke over Bangkok that morning.

SIXTEEN chests of opium and a quantity of cargo were recovered from the *Onwa* wreck on the 6th, but it was considered that it would be difficult to recover the cargo which is on the port side, as the vessel is now lying with a heavy list to port.

H. E. SENHOR HORTA E COSTA, the Governor of Macao, who has been to Bangkok on a diplomatic mission from the Portuguese Government, accompanied by his wife, secretary, and attaché, returned to Singapore on the 4th inst. in the *Cerberus*.

THE Japanese are going to open in Taipei-fu, Tainan-fu, Kelung, Amoy, &c., branches of their banks, and are inviting natives to invest money in them as shareholders. Two Formosans, who have become Japanese subjects, are appointed directors.

THERE were lamentations yesterday in the *Asahi*, says the *Hupei News* of the 24th inst., over a miserable anniversary—it was on April 23rd that the allies demanded the restoration of Liaoting and thereby initiated a series of reverses for Japan that have frustrated all her efforts for Korea. Kankyodo, the throat of the peninsula, is grasped by another, and Japan's trade in the kingdom is slipping away.

We hear from Lungchow, the headquarters of General Su Yuen-chun, Commander-in-Chief of Kwangsi, that the General contemplates building a railway to connect that city with the provincial capital, Kweilin, notwithstanding the objections of the gentry, to overcome which he has been discussing with them zealously. According to his idea, which is quite correct, it is more from a strategic point of importance than commercial that this railway is to be built. We may mention that General Su is about the best of all Chinese generals, having offered stubborn resistance to the French, and has seen lots of fighting in Annam and Tonkin.—*Mercury*.

THE Paris papers announce that the recall of M. Gérard, French Minister at Peking, and that he would fill the duties of Director at the Ministry of Foreign Affairs, is officially contradicted. We (*London and China Express*) imagine that the rumour would have given more satisfaction to M. Gérard certainly seems to have made an unenviable niche for himself in that usually very conciliatory assemblage, the foreign residents of the Chinese capital.

JAPAN to-day, writes a financial paper, presents a curious likeness to the United Kingdom as it expanded itself after the days of dreadful depression which marked the period of the Crimean war. There are histories; but there is only one history. It depends upon the point of view, and then the stories of the nations are very much the same. One can almost read a retrograde of Cobden's in the after years as one reads Mr. Longford's suggestive description of rejuvenated Japan.

OUR French friends indulged in a slight chuckle when Li Hung-chang, after refusing to land at Hongkong, was fêted on shore at Saigon. The whole reason lies in a nutshell, however. The Viceroy's refusal was made on the advice of the European medical officer with the Embassy, lest any member might be attacked by the plague and thus necessitate quarantine clauses in the consular treaty. One can almost read a retrograde of Cobden's in the after years as one reads Mr. Longford's suggestive description of rejuvenated Japan.

THE *Chuo Shinbun* says that Messrs. Oppenheimer Brothers, Yokohama, have purchased the Matsuyama copper mine, in the Onsen Division of Tamaulak District, Miyagi Prefecture. The transaction, it is added, has been effected through the firm's Japanese clerk, Mr. Wada Jotaro, and a silk merchant, M. Yoneda. On making enquiry at the Yokohama office of the consular representative of the *Yokohama Mail* was informed that there was no truth in the report, and was given authority to contradict it.

**THE PLAGUE RECOGNITION COMMITTEE.**

MEMORIAL TO CAPTAIN VERRY.

The Committee appointed by the members of the community to suitably reward the services of those who so ably assisted in stamping out the plague epidemic of 1896 have now nearly completed their work. This afternoon the members of the Press were shown the memorial tablet which the Committee have had made, which is to be placed in the Cathedral in memory of Captain Verry of the Sherbrooke, who was the only foreigner that succumbed to the dread disease that year.

This has taken the form of a brass tablet, sunk into a solid slab of black marble. Upon the tablet, deeply carved into the stone, is filled with black enamel, is the inscription: "To the glory of God, and in memory of Captain Colthart Verry, 1st Battalion Sherbrooke Light Infantry, who during the plague in 1896 lost his life in the service of the public. This Memorial is erected by the people of Hongkong. Aucto splendore resurgit. Greater love hath no man than that he lay down his life for his friends."

This is surrounded by a border of the right material, coral, red and white roses, the four corners being filled in with allegorical figures of the Evangelists, St. Matthew, St. Mark, St. Luke, and St. John.

This tablet, which is a handsome and well executed piece of work (made by Messrs. Benham and Frost, Strand), will be handed over at once to the Church Body and put in its place as early as possible.

## THE GERMAN-JAPANESE TREATY.

The lengthy negotiations between the Governments of Germany and Japan for the revision of existing treaties have at length been terminated by the signature of the documents in Berlin, on 4th instant, by Baron Marshall von Bismarck, German Secretary of State for Foreign Affairs, and Viscount Aoki, the Japanese Minister. Two documents were signed, one dealing with the commercial and maritime portions, and one with the question of Consular jurisdiction. In all its essential parts the treaty is virtually the same as was signed in London by Lord Kimberley in July, 1894. The lengthy negotiations that have since gone on have been largely with a view of modifying the question of land tenure, the freehold purchase of which was not excluded from the British Treaty. Rights of residence were free, but leases of property and land, whether for private occupation or for public use, were strictly limited. The German Government, on the representations made from Japan by foreign residents there, has endeavored to get these stipulations converted into freehold purchases, but has not succeeded. All efforts to induce Japan to permit this acquisition of land have failed. The Japanese state that, owing to the preference of their poorer people for money to land, the more needy landowners would sell their land, and thus a large portion of the country would pass into the hands of foreigners. The exact terms of the clause we are not yet in a position to say, but it is evident that the stipulation is an advance on the comparatively short-term leases contemplated under the Anglo-Japanese treaty, the prospect of which has been so heartily condemned by nearly all foreigners in Japan. For residential purposes possibly the term might have been long enough, but for industrial undertakings, where considerable sums of money might be at stake, the certainty of long tenure was necessary. It may be that this has been virtually secured under the new German treaty, and should this prove so one objection to the coming new *status* of foreigners in Japan will have been removed.

**THE NEW CHINESE LOAN.**

There is little further to add to the particulars already given concerning the new Chinese Loan. A Berlin telegram as to the applications in Germany states that the loan was so oversubscribed that only 2 per cent. of the subscriptions in Germany could receive allotments. The allotment of the amounts asked for in London has in general given satisfaction. Small investors have received more consideration than those who applied for large amounts.

The *Paris Times*, in what appears to be a semi-official note, states that not only was the Chinese Loan offered to the French financial establishments, but that the Minister of Finance had several interviews with the chiefs of these establishments concerning it. Though that Minister sought to induce them to take up the Loan, these establishments offered at first only 50 per cent. and then 60 per cent. In the meanwhile the Anglo-German Syndicate took up the Loan at 94 per cent., and offered it to the public at 93. The reason which made the French establishments refuse to give more than 60, or at most 62 per cent. was that the new Loan is guaranteed by nothing but the remainder of the Chinese Customs dues, after payment of the Chinese Loan guaranteed by Russia. The French financiers, being ignorant of the exact terms of the Russian arrangement with China, feared that events might happen which would perhaps deprive the new Loan of at least a portion of its guarantee.—*L. & C. Express*.

**NEWS IN ADVANCE OF THE MAIL.**

(Via Australia.)

LONDON, April 11th.

According to the latest advices received by Mr. Chamberlain, the authorities in Matabeleland report that the patrol system has not proved the success that was expected, and that it will have to be abandoned. The whites are missing at a few points. They consider that they will be able to hold out for the present, and that ultimately they will go on the offensive. At present 500 troops are being raised at Mafeking, the terminus of the Cape Town railway line, and it is expected that they will reach Matabeleland in twelve or fourteen days.

The *London Standard* has been informed that the Matabeleland has hitherto considered that the local forces would be sufficient to suppress the rising of the Matabeles, but the Government are willing that reinforcements shall be sent to Bulawayo from Cape Town and Natal. Later advices state that the position in Matabeleland is becoming more serious, as the whole of the Matabeles have now risen, including tribes who did not take any part in the late war. It is considered at Bulawayo that a force of at least 1,500 will be required to suppress the rebellion. A volunteer force has just left Fort Salisbury for the relief of Gwelo, which is besieged by the Matabeles. This includes 300 natives and about an equal number of Sotho, and is under the command of Mr. Cecil Rhodes, who has sufficiently recovered from the fever, which prostrated him at Fort Salisbury, to



amongst diplomats in London was that Russia and France would ultimately agree to the draft on the Calais for the coast of the expedition to Donghai, but that an attempt would be made to secure a concession in return for this country, such as a limit put to the present occupation, the revival of the Drummond-Wolf Convention, or some analogous arrangement. It was not believed that France would be so short-sighted as to raise an opposition which would, even if successful, be practically futile; for whether the money was granted from the Calais or not it was evident that the expedition would not be stopped for want of money, and it was the expedition, not the Calais, that France was really concerned about. As it is, the expedition, whatever she may think of it, goes on in spite of her opposition, and will be continued without her concurrence. This, of course, matters very little to Russia, which has few interests in Egypt; but diplomacy of this kind on the part of a ally is known not to be liked by Russian diplomats, who, whatever their faults may be, are never petty or spiteful. They fight their battles with dignity, and look to the large results involved in their debates.

The twenty-sixth annual report of the Irish Church Representative Body, to be submitted to the General Synod, gives a very satisfactory account of the financial condition of the Church. The amount of voluntary contributions during the year was £176,300 17s., an increase of £10,336 11s. 6d. over the year 1894.

The new Royal Observatory at Edinburgh was opened on 7th inst. Situated on Blackford Hill, it is virtually to supersede the Carlton Hill Observatory. It has been in the course of erection for four years, occupies about three and a half acres, and has cost about £35,000. The Observatory proper is a tower 75ft. high, equipped with a 15-in. reflecting telescope, which was presented by the Earl of Crawford, and Balcones some years ago, when he abandoned his private observatory at Donchess House, Aberdeenshire.

## NAVAL AND MILITARY.

The following appointment has been made at the Admiralty:—Commander C. H. Dare, to the *Centurion*, to date April 7th.

A *New York Herald* dispatch states that the steamship *Peterburg*, of the Russian Volunteer Fleet, with troops on board, has arrived at Port Said and proceeded on her way to Wladivostok.

The French transport *Cochet*, from Haiphong, with 250 troops on board, arrived on 7th inst. at Port Said on the way to Toulon, and the transport *Cher*, with 300 troops, arrived at the same place on the way to Haiphong.

The new Schichau torpedo-boats, which have lately been built for China, are 128 feet long and 15 feet 8 inches broad, with 1,200 indicated horsepower, which at the trials gave an extreme speed of 24 1/2 knots. Each has one submerged and two above-water tubes, with three 3-pounder Hotchkiss guns.

The following officers have been appointed to act as trustees of the Edgar Boat Relief Fund:—Mr. Adm. Sir R. Vesey Hamilton, Admiral the Hon. Sir E. Fremantle, Admiral Sir Walter Hunt Grubb, Admiral Halliday-Cave, Captain the Hon. J. M. Yorke, R.N., and Colonel Gildes, chairman of the Soldiers and Sailors' Families' Association, by whom the fund will be administered.

The *Grafton*, returning from taking out a new crew for the *Collingwood*, in the Mediterranean, is to be fitted for service on the China Station, relieving the *Edgar*, which was commissioned at Devonport three years ago. Official orders to this effect were issued to the Chatham Dockyard authorities on the 8th inst. The *Grafton* is expected at Chatham on 15th inst., and she will immediately be fitted out for her new commission. The *Edgar* is to return to Devonport. She is one of the *Royal Arthur* class, which has proved the most successful type of cruiser the world has yet produced, for each vessel of the type has not only exceeded expectations, but has improved with age.

The new first-class battleships which are to be built down at Chatham and Portsmouth during the ensuing financial year are to be completed in the exceptionally short period of twenty months. The record time hitherto for a first-class battleship has been just under two years. The new battleship about to be built at Devonport, although officially termed an improved *Renown*, is somewhat different from her prototype. It is proposed to fit her with engines capable of developing 16,000 indicated horsepower, with forced draught, with which it is estimated that the vessel will attain a speed of 18 1/2 knots. The chief engineer of Devonport Dockyard has been requested to furnish estimates for engines and boilers, and if it is found that the Government establishment can do the work at the same cost as outside firms the order will be placed with Keyham.

## NEWS BY THE CANADIAN MAIL.

LONDON, April 19th.

In the House of Commons last night Right Hon. R. W. Hannbury, Financial Secretary to the Treasury, announced that negotiations had reached a stage where the Government were prepared to accept a weekly mail service between Canada and Great Britain at a speed not under twenty knots an hour.

CAMBRIDGE, Mass., April 17th.

An announcement was made at the Harvard College Observatory to-day of the discovery of a comet by Dr. Lewis Swift at Lowe Observatory, Echo Mountain, California, on Monday last. The position is the following:—Right ascension, three hours and 29 minutes, north declination fifteen degrees and forty minutes. The object is described as being with a short tail, slowly moving west.

GALT, April 18th.

James Deans, aged ninety, a retired farmer, was run over by a shunting car at the Great Western station, his head being completely severed from the body.

CHATTANOOGA, TENN., April 18th.

Early this morning Stealing Savage was taken from bed at Irving College, seven miles from McMinnville, by masked moonshiners, and hanged. He was suspected of being a "spotter" for United States officials.

LONDON, April 18th.

The *Chronicle* publishes an interesting letter from Rome, in which it is stated that the pope will govern his great household with order and diligence, though there are stories of the occasional failure of his physical powers, but neither his diplomacy nor ecclesiastical policy have lost their old keenness of perception.

Referring to the pope's pro-French diplomacy, the correspondent remarks that he does not believe that there is a question of a pope ever making his headquarters at Avignon, though "as an undated future there might be a pope at Baltimore," the correspondent asserts. The pope, it appears, is now absorbed in the idea of a reunion of the Roman Anglican church.

The pope will bestow the golden rose upon Princess Maria Louise, of Bulgaria, as a token of his approval of her opposition to the convention of her son, Prince Boris, to the Greek church.

MADRID, April 18th.

The Minister for Colonies expects the political reform law to go into effect at Porto Rico on June 1st and in Cuba on July 1st. The government desires that the United States should prompt this step. Mr. Minister of Justice Robledo, the Conservative deputy from the Matanzas district, has resigned, and intends to demand that the Chamber elect the Cuban Minister.

St. PETERSBURG, April 18th.

Prince Ferdinand of Bulgaria arrived to-day and was welcomed at the railroad station by the Grand Duke Vladimir and staff, and a number of distinguished Russians. The Turkish ambassador and his staff were also present to welcome the prince.

PHILADELPHIA, April 18th.

To-day was the hottest 14th day of April in the history of the weather bureau in this city, the thermometer registering 93 degrees at 4 o'clock this afternoon. There were many cases of heat prostration, but none have as yet proved fatal.

SARATOGA, April 18th.

The hot wave is reducing the Adirondack snow deposit to a trifle. The lakes and streams are unusually high and still rising. At Glen Falls, Chestertown, Fort Edwards, Warrensburg and other points the water is bursting the banks and threatens great destruction. Schenectady lake is higher than at any time in twenty-five years.

VIENNA, April 18th.

Dr. Leuger, the anti-Semite leader in the Reichsrath, was again elected burgomaster of Vienna to-day by a vote of 98 to 42. The majority of Liberals voted for Dr. Gruebel. Crowds greeted the announcement of the result with cheers.

CINCINNATI, April 18th.

The *Commercial Gazette's* special from its correspondent, Mrs. Josephine Woodward, dated Havana, April 18th, says:—

Ten men were shot at More castle last Sunday, and this morning ten more were shot. All that occurred before these walls the greatest part must be a matter of conjecture. Only a few Spaniards know, and they do not tell. It is supposed that subterranean passages lead under the waters of the bay from More castle to the strong fortification just across in Havana, and that this is made use of in the disposition of prisoners.

LONDON, April 18th.

The interest of Russia in Abyssinia is arousing the curiosity of Europe, and there is a great deal of friction coming into regard to the alleged Russian Red Cross expedition fitted out by popular subscription to proceed to Massawa and thence inland to attend the wounded Abyssinians. The present Russian expedition recalls the former so-called scientific and religious missions which have resulted in wedding political links. The present expedition is led by General Sherdylov, who has as his assistants Captain Swainson, the Russian explorer of Abyssinia; Lieutenant Kobchovskii, a skilled engineer officer; six assistant surgeons, six attendants, one paymaster and three interpreters. But it is more than suspected that the surgeons and their assistants know much more about killing men than they do about healing wounds, and evidence is accumulating in many directions showing that both Russia and France have been smuggling arms and ammunition into Abyssinia and possibly even into the Sudan, and the agents of these countries are beginning the work of organizing the tribes against the Italians and British.

CONSTANTINOPLE, April 18th.

Telegrams from Bilitia, Eastern Turkey, state that the houses of Rev. George P. Knapp and Rev. Royal M. Cole, American missionaries of the American Board of Foreign Missions, Boston, have been blockaded by the Turkish government, and servants not allowed to go and come from the markets.

The depositions that have been made against Rev. George P. Knapp charge him with having planned and led an attack on the mosque; with having used the school bell for giving signals for the attack, and that on October 25th, 1895, he was responsible for the slaughter of 500 or more people, and for the plunder of thousands upon thousands of acres' worth of property from the markets of Bilitia.

A timely telegram from the United States minister, Alexander W. Terrell, a few weeks ago saved him from being forcibly seized and cast into prison. Should the Turkish government decline to follow up the case, then it would be feasible for the United States to demand damages for libel. The claim for indemnity for the assault in 1893 of Mousa Bey on Rev. George O. Knapp, father of Rev. George P. Knapp, and upon Dr. Reynolds, now of Van, Eastern Turkey, was made, but has never been paid. Indemnity for the murder of Mr. Lane, the American bicyclist, is another unsettled claim.

ASSOUAN, EGYPT, April 18th.

At present there are about 10,000 men on the Sudan frontier, out of which there are gathered at Akasch three battalions of infantry, a squadron of cavalry and a battery of six guns under Hunder Pasha. The latter force, as soon as sufficient camels have arrived on the spot for purposes of transport, will push on to Suakin, which is garrisoned by a strong force of Derwishes. The attacking party, under Col. Hunter, will number nearly 2,000 men, while the number of Derwishes at present at Suakin is about 14,000. Hickman Bey left Assouan on Monday with instructions to push on with all speed to Suakin in order to take up the post of chief of staff to Col. Hunter.

## HONGKONG VOLUNTEER CORPS FIELD BATTERY.

The third Spoon Competition took place last Saturday at the Police Range. Fifteen members entered, the highest scores being as under:—

Best.	100	200	300	400	500	Total.
Mr. Wills	10	10	10	10	10	50
Mr. Wills	10	10	10	10	10	50
Mr. Wills	10	10	10	10	10	50
Mr. Wills	10	10	10	10	10	50
Mr. Wills	10	10	10	10	10	50

## LAWN TENNIS.

THE CRICKET CLUB v. THE GARRISON.

There was a large attendance at the Cricket Ground yesterday afternoon to see the tennis match between the Club and the Garrison, H.E. the Governor being amongst those present. Some excellent play was witnessed, and the proceedings were culminated by the performance of a selection of music by the Band of the Hongkong Regiment.

The following table shows:—

Club.	W.	L.	T.
Potts and Slade	won 36	lost 16	
Maitland and Firth	won 33	lost 15	
Smith and Adkinson	won 31	lost 24	

Total 90 55

GARRISON.

Club.	W.	L.	T.
Knott and Pender	won 25	lost 30	
Johnson and Dwyer	won 24	lost 31	
Payson and Eccles	won 24	lost 31	

Total 55 90

The Cricket Club therefore won by 55 games.

## THE EGYPTIAN TROUBLES.

We take the following comments on the Egyptian troubles from home papers to hand by the mail to-day:—

The first object of the Sudan Expedition has, we regret to say, failed. "It is in the interest of Egypt—almost a paramount interest," said Mr. Chamberlain, in the House of Commons, "that Kassala should not fall." But Kassala has fallen—or at least has been evacuated. This is a distinction, we fear, without much difference for the evacuation followed on an unsuccessful attempt to dislodge the Derwishes. To understand the full significance of the Italian retreat from Kassala, we must remember what Lord Salisbury and Mr. Curzon stated about the policy of the Italian Government, when the evacuation of the place was rumoured a fortnight ago. The rumour, said Lord Salisbury, is "extremely improbable." The Italian Government, said Mr. Curzon, more explicitly, "have decided not to evacuate Kassala unless military considerations render it impossible to hold it, and have so informed her Majesty's Government." If, therefore, the present report be correct (and it comes from Rome) the "extremely improbable" has occurred, and Kassala has been evacuated because the Italians could no longer hold it. This is serious news.

The remarkable news from Massowah deprives the whole Egyptian campaign of much of its original basis. It is to help "our staunch allies" that this limited liability expedition was launched into the Sudan. The Italians were assured that operations at Wady Halfa would draw away the Derwishes from a place many hundreds of miles south. The Italians, it was alleged, could hold Kassala if we pushed forward beyond the second Nile cataract. This curious help, however, appears to have rendered to the Italians quite a different service from what was expected. Our expedition is well under way, and is growing every day. Osman Digna is stated to have returned hastily to the district of Suakin. But the use to which General Bullard has put this report is to evacuate the very place which we were supposed to enable him to hold. If, by the time Parliament meets, Kassala has been evacuated, and Mr. Curzon is still not able to produce Lord Cromer's opinion that the defence of Egypt against a Derwish attack had become imperative, the Government will find themselves in a position which, if the question at issue were not so serious, would be nothing less than ludicrous.—*Chronicle*.

## THE "NEWCHWANG"—"ONWO" DISASTER.

THE ENQUIRY.

FRIDAY, 8th May.

The Enquiry was resumed this morning. Mr. Cooper, recalled, continued his evidence.

The President:—Do you consider the *Onwo* had as many passengers as usual or more?

Witness:—As usual, I think.

The President:—You stated there were about 200 on board?

Witness:—Yes, of course, it is very hard for me to judge. I could only tell by the mass.

The President:—Where would the passengers without bunks be stowed?

Witness:—On the main deck.

The President:—Where many there on the occasion of the collision?

Witness:—I can't say, sir.

The President:—Describe the trade custom of checking Chinamen on board the river steamer.

Witness:—The Chinese come on board; a few with tickets from the office, the majority buying tickets from the comprador's staff after passing Woung.

The President:—Does the chief or other officer check the comprador?

Witness:—The chief officer checks them.

The President:—How and when?

Witness:—By a book in which there is a duplicate of the number of tickets sold.

Captain Whitte:—I should like you to put down the position of the *Onwo* as she passed the light-boat?

Mr. Cooper did so.

By Captain Whitte:—In passing the light-boat, what was the direction of the *Onwo*'s head?

Witness:—It is hard to say, as she was under a port helm.

Captain Whitte:—After the *Onwo* had passed the light-boat by one ship's length was the heading towards the Woung shore or any part of it?

Witness:—She was heading down in a line, a matter of a degree or so, with the *Kwaching*.

Captain Whitte:—And before you got into that position, that is, heading towards the *Kwaching*, did you not see the green light of the *Newchwang* running up at a sufficient distance to avoid a collision?

Witness:—No, sir.

Captain Whitte:—Will you place the position, on the chart, where the collision occurred?

Witness:—It is hard for me to judge.

Captain Whitte:—Will you explain how it is possible with the helm hard-a-port for the *Onwo* against a strong flood tide after rounding the light-boat so closely, to have got so far down the river?

Witness:—She was poring all the time; she was not hard-a-port after passing the light-ship. We were going also at a good speed.

Captain Whitte:—If hard-a-port was the last order given it must have been after passing the light-ship.

Witness:—Being a very sharp ship the force of the tide in that direction would not have much effect on the way of the ship.

Captain Whitte:—If the last order given was hard-a-port, was there anything to prevent the vessel from answering the port helm?

Witness:—I wish to call the attention of the Court to the fact that the distance from the light-ship to the *Kwaching* is 31 cables, that is, nearly a third of a mile. The tide may have had effect, but I cannot say.

Mr. McNell:—I should like to ask Mr. Cooper, was your helm hard-a-port (immediately) after passing the light-ship?—If it had been so I don't think the orders would have been given, "Port hard-a-port"; it also being unnecessary, having passed so close to the light-ship.

By the Court:—At the time of the collision was the Customs' bulk clearly in sight?—I was looking at the crash in our bow.

By Captain Whitte:—I presume you mean that the porting commenced on this side of the light-boat, before reaching it?—According to the swing of the ship I should say, "Yes."

By Mr. McNell:—Did you port far before passing the light-ship?—No.

Mr. Samuel Wray, chief officer of the *Newchwang*, was called, sworn, and deposed as follows:—

The President:—Describe exactly all that occurred after you passed the Red Woung Spit Buoy.

Witness:—We passed that buoy going slow. We just got passed the buoy when we stopped. Whilst we were stopped I saw a masted and green light of a steamer crossing the bar. After a time the green and white lights got right ahead. Then it passed over to our starboard bow. At this time we were about off the Woung Creek. The engines were put half-speed. I blew two blasts of the steam whistle. It was not repeated and the captain told me to blow again. The two blasts appeared to me as if they were going to pass clear on the starboard side, when the other ship showed all three lights, all of a sudden. The captain then rang the telegraph "Stop," ordered the helm hard-a-starboard, and blew two blasts of the steam whistle. The other steamer then shot in her green light and we went full speed astern. Shortly after the two ships collided. The captain told me to see what damage was done and I reported a large hole forward. The captain said "All right," he got me to clear away the lifeboats. I sent the second officer off with one and in another I pulled away in what I thought was the direction of the other steamer, when I came to the American flag-ship, I turned my boat back and pulled towards the Harbour Master's signal station. I could see another steamer going up the river, and I thought perhaps it was the *Onwo* going back to Shanghai, so I returned to my own ship. I afterwards learned from one of the American boats that the other steamer had sunk. That finishes my statement.

The President:—Did you hear any other whistle but your own?

Witness:—No, sir.

The President:—At what speed do you estimate you were going at the time of the collision?

Witness:—About 4 or 4 knots.

The President:—As regards your lights, when were they seen to last?

Witness:—At twelve o'clock.

The President:—How long have you been on board a coasting steamer?

Witness:—Two months on the *Newchwang*, four months on the *Singap*.

The President:—Do you know if there are any rules governing the navigation of the Woung River and river other than the international rule of the road?

Witness:—Yes, a ship with the tide has the right of way.

The President:—What is your authority?

Witness:—The pocket book of Harbour Master's regulations.

Mr. A. McLaughlin, second mate of the *Newchwang*, sworn, gave evidence as follows:—

By the Court:—Were you on deck or below at the time of the collision?

Witness:—Below.

The President:—Awake or asleep?

Witness:—Asleep.

What did you do after you came on deck?

Witness:—I went forward to the foc'sle head to ascertain the damage to the *Newchwang*. I then went on the bridge and reported to Captain Hards that she was very seriously damaged forward. I then went to the port life-boat and started to get it cleared away. By this time our ship was on shore. The port life-boat was launched and manned by three Chinamen, the second engineer, and myself. We pulled off to the place where I last saw the *Onwo*. I saw nothing of them and pulled round for about half an hour. Seeing no trace of the ship or of anything connected with it I returned to the *Newchwang*.

By the Court:—Did you see the *Onwo* disappear?

Witness:—No.

The President:—Did you observe or hear any signals of distress from the other ship?

Witness:—No.

Mr. Richard Johns, formerly master of the *Onwo*, was called and after being sworn, stated as follows:—

By the Court:—How long is it since you left the *Onwo*, and how long were you in command of her?

Witness:—I left her on the 28th and was in command of her for five months altogether, having joined her twice.

The President:—When was the *Onwo* last surveyed?

Witness:—Before I joined her the last time. I joined her twice.

The President:—What is the custom about the survey of the river steamer?

Witness:—Every twelve months they are surveyed.

The President:—How many passengers had you a certificate to carry?

Witness:—I couldn't say.

The President:—Had you any certificates?

Witness:—I couldn't say.

The President:—Have you ever seen a certificate or a report of survey of the *Onwo* when you commanded her?

Witness:—No.

The President:—Do the river steamers sailing under the British flag come under the British Merchant Shipping Act?

Witness:—No, they come under the same rules enforced in Hongkong.

The Court:—The question is very simple. Witness:—I can't say.

By the Court:—As captain of the *Onwo*, did you consider you had the authority which the masters of vessels receive from the Merchant Shipping Act of 1894?

Witness:—I do not think that refers to Chinese passengers.

The President:—Had you such a certificate on board?

Witness:—No, not that I am aware of.

The President:—At what limit did you stop taking Chinese passengers?

Witness:—I never had an opportunity of getting more than 300 or 400 passengers.

The President:—Have you any knowledge of what life-saving apparatus they had on the *Onwo*?

Witness:—Six round life-buoys and I know of five or six cork jackets in the various rooms.

The President:—Are the regulations in reference to Chinese similar to those enforced at Hongkong regarding Canton river steamers?

Witness:—I don't know.

Mr. McNell said he should like to draw the attention of the Court to Art. 267 of the Merchant Shipping Act which applied to steamers on this coast.

The President:—When you left the *Onwo* did you consider that she was a well-found ship in every respect?

Witness:—Yes.

By Mr. McNell:—When you speak of annual survey, do you mean the annual overhaul?

Witness:—Yes.

The President inquired of Messrs. Jardine, Matheson & Co.'s representative whether he could supply the Court with any information as to whether the *Onwo* carried a passenger certificate.

Mr. McNell said there was none. He didn't think there were any passenger certificates on this coast, excepting on steamers that run to Hongkong, where they have to comply with the Hongkong Ordinances.

Inquiry continuing.—*Merrym*.

## SHIPPING AND MAIL NEWS.

MAILS DUE:—  
American (*City of Rio de Janeiro*) 14th inst.  
English (*Rosetta*) 16th inst.  
Indian (*Catharine Ahar*) 16th inst.  
Australian (*Tibetan*) 20th inst.  
American (*Gashic*) 20th inst.  
Tacoma (*Strathmore*) 22nd inst.  
American (*City of Peking*) 23rd inst.

THE P. & O. S. N. Co.'s steamer *Masagen* left Bombay for this port on the 8th inst.

THE O. & O. S. S. Co.'s steamer *Gashic*, with mails, etc., from San Francisco to the 25th ult., has arrived at Yokohama, and will leave for this port via Nagasaki, to-morrow morning.

THE P. & O. Co.'s steamship *Rosetta*, with the next English mail, left Singapore for this port at 2 p.m. yesterday, and may be expected here at about 2 p.m. on the 16



## To be Let.

TO LET,  
WITH IMMEDIATE POSSESSION.  
FOUR FURNISHED BED-ROOMS at  
KOWLOON HOTEL.  
THREE GODOWNS, PRAYA EAST, Nos.  
90A, 117 and 118A, and TWO GODOWNS  
under the OLD VICTORIA HOTEL BUILDINGS,  
PRAYA CENTRAL.  
Apply to  
NEW VICTORIA HOTEL.  
Hongkong, 13th April, 1896. (420)

TO LET.  
ROOMS Suitable for OFFICES in Ice  
House Lane.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 9th May, 1896. (794)

TO LET.  
TWO LARGE UNFURNISHED ROOMS,  
In a Nice House.  
Apply to  
KNUTSFORD TERRACE, No. 7,  
KOWLOON.  
Hongkong, 9th May, 1896. (795)

TO LET.  
LARGE GODOWN in KOWLOON  
PRAYA, suitable for the storage of  
GENERAL CARGO or COAL.  
Apply to  
LINSTEAD & DAVIS.  
Hongkong, 4th April, 1896. (616)

TO LET.  
DWELLING HOUSES.—  
HOUSES in RIFON TERRACE,  
No. 4, KNUTSFORD TERRACE—  
KOWLOON.  
FIRST FLOOR, No. 4, BLUE  
BUILDINGS.  
No. 4, CAMERON VILLAS—THE  
PEAK—For 6 months—Furnished.  
Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., Ltd.  
Hongkong, 21st April, 1896. (77)

TO LET.  
FROM 1st MAY.  
A MOST DESIRABLE GROOMED  
HOUSE, No. 10, CAINE ROAD.  
For Particulars, apply to  
GEO. BAKER,  
40, Queen's Road Central.  
Hongkong, 21st April, 1896. (720)

TO LET.  
SHAMEN CANTON,  
(WITH IMMEDIATE POSSESSION.)  
THREE FINELY SITUATED AND DESIR-  
ABLE HOUSES, each containing FOUR  
ROOMS, and every necessary Convenience,  
formerly known as the  
"NEW CANTON HOTEL."  
Cool, Convenient and Comfortable.  
RENT very Moderate.  
Apply to  
MANAGER,  
VICTORIA HOTEL, CANTON,  
or  
NEW VICTORIA HOTEL, HONGKONG.  
Hongkong, 30th April, 1896. (750)

## Consignees.

"GLEN" LINE OF STEAM PACKETS.  
FROM MIDDLESBORO, LONDON AND  
STRAITS.

THE Steamship  
"GLENOGLE,"  
having arrived from the above Ports, Consignee  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, at Kowloon,  
whence delivery may be obtained unless notice  
to the contrary be given before 2 P.M. TO-  
DAY.  
Cargo remaining undelivered after the 14th  
instant will be subject to rent.  
No Fire Insurance has been effected.  
Consignees are requested to present all Claims  
for damages and/or shortages not later than  
the 21st instant, otherwise they will not be  
recognised.  
All broken, chafed and damaged Goods are to  
be left in the Godowns where they will be  
examined on the 19th instant, at 11 A.M.  
Bills of Lading will be countersigned by  
JARDINE, MATHEWSON & Co.,  
Agents.  
Hongkong, 7th May, 1896. (785)

## NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

## S. S. "KARLSRUHE."

THE above named Steamer having arrived,  
Consignees of Cargo are hereby informed  
that their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risk in the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.  
Optional Cargo will go on to Shanghai unless  
notice to the contrary be given before 5 P.M.  
THIS AFTERNOON.  
No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 13th instant will be subject  
to rent.  
All broken, chafed and damaged Goods are to  
be left in the Godowns where they will be  
examined on MONDAY, the 11th instant, at 3  
P.M.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
MELCHERS & Co.,  
Agents.  
Hongkong, 6th May, 1896. (739)

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.

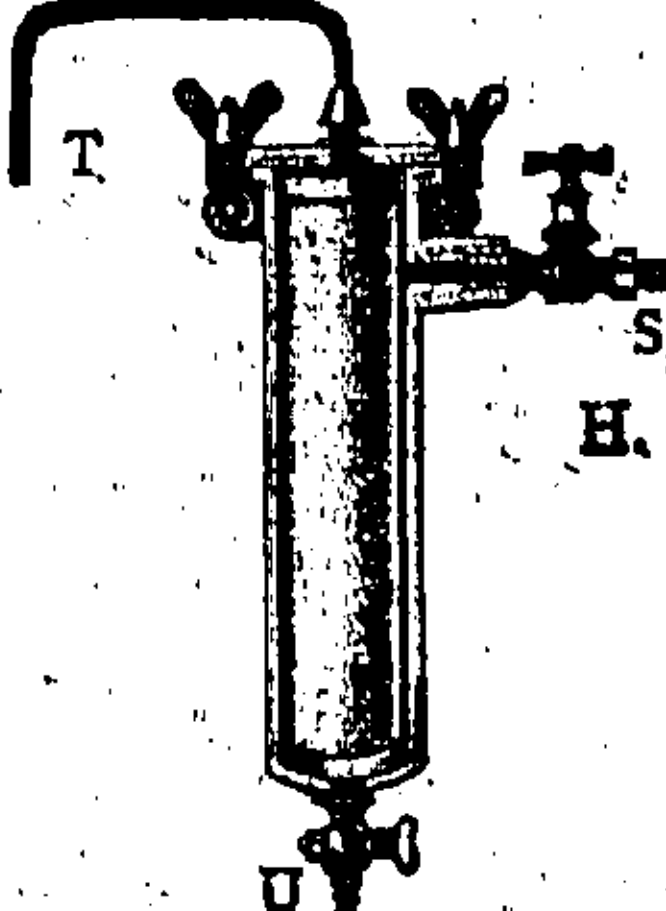
THE Company's Steamship

"SARPEDON,"  
Captain Jackson, will be despatched as above  
on SATURDAY, the 10th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th May, 1896. (777)

## Intimations.

## ENJOY IMMUNITY

from much Sickness and Suffering by having all your  
Drinking and Cooking Water Filtered through



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"ANTIPYRINE,"

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Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,  
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-  
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best  
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNOOR'S  
ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" (in red letters).

## "DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as  
amazing.

## Dr. OVERLACH'S

## "MIGRAINE,"

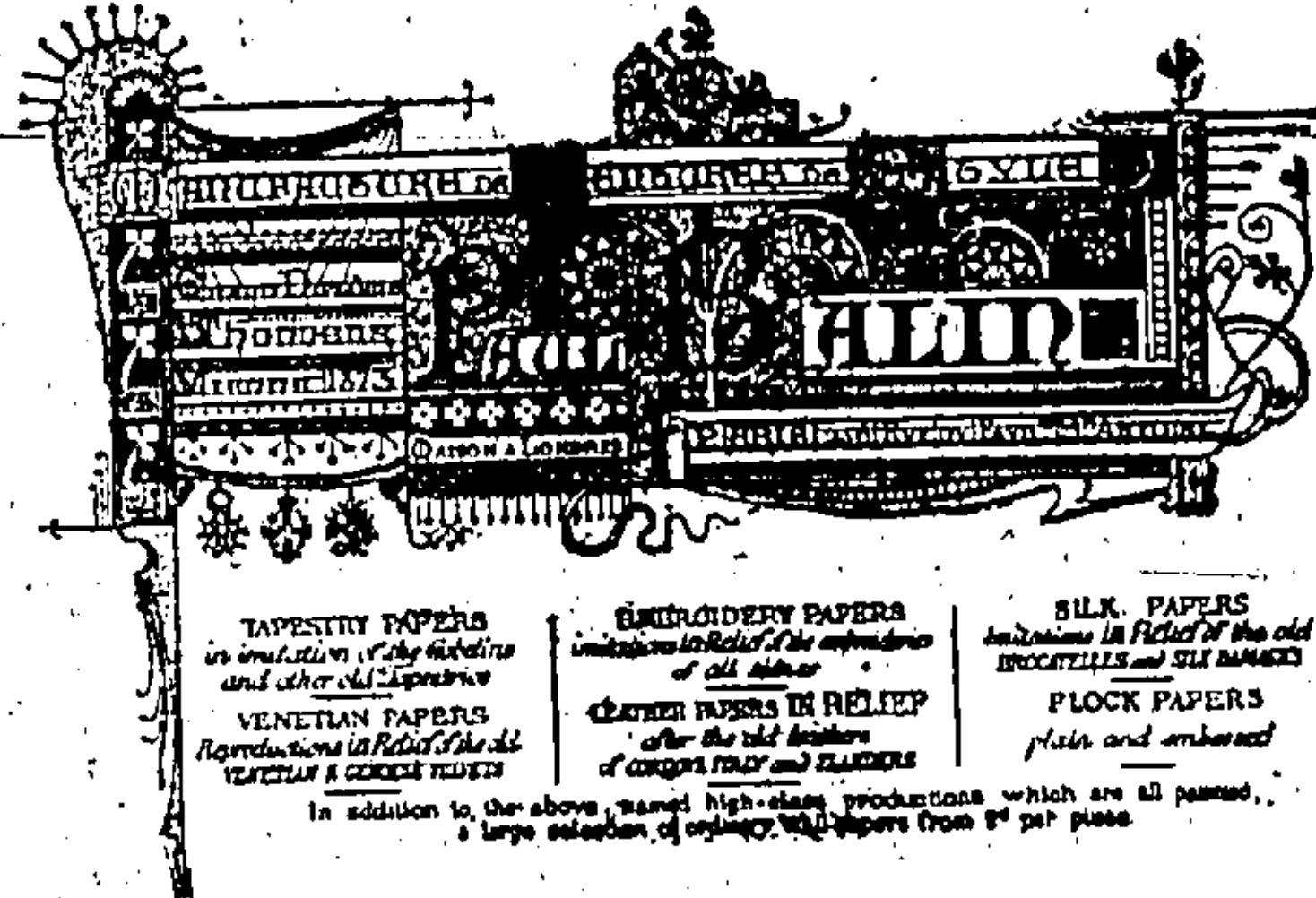
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Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite  
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,  
and generally where the administration of other remedies have failed.  
To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

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Agents for M. OPPENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

## NIPPON YUSEN KAISHA.

FOR SHANGHAI, JINSEN AND  
NAGASAKI.

THE Steamship

"SATSUMA MARU,"  
Captain F. L. Sommer, will be despatched as  
above TO-MORROW, the 13th instant, at 4 P.M.,  
instead of as previously advertised.  
This Steamer is specially fitted for Passengers,  
with Superior Accommodation.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 11th May, 1896. (790)

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

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(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"MENMUIR,"  
Captain Cray, will be despatched for the above  
Ports on THURSDAY, the 14th instant, at  
Daylight.  
This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions  
throughout the voyage.  
A Stewardess and a duly qualified Surgeon  
are carried.  
For Freight or Passage, apply to  
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Agents.  
Hongkong, 7th May, 1896. (785)

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"DENALDER,"  
Captain Thomson, will be despatched as above  
on or about the 25th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 5th May, 1896. (774)

JAVA, CHINA JAPAN LINE OF  
STEAMERS.

UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.

PROPOSED SAILINGS  
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,  
AMOI, HONGKONG, SINGAPORE,  
JAVA.

FROM HONGKONG.

S.S. "Federation" ... To JAVA ... 1 May.

S.S. "Germant" ... To JAVA ... 1 June.

S.S. "Castles" ... To JAVA ... 1 July.

S.S. "Germant" ... To JAPAN ... 1 May.

S.S. "Castles" ... To JAPAN ... 1 June.

S.S. "Federation" ... To JAPAN ... 1 July.

General Agents for China & Japan,  
LAUTS, WEGENER & Co.  
[2] Shanghai, 11th May, 1896. (791)

## Shipping.

## STEAMERS.

OREGON RAILWAY AND NAVI-  
TION COMPANY'S PACIFIC  
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896  
(Subject to Alterations.)

Aslow ... Friday ... 15th May.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLOW,"  
will be despatched hence for HONOLULU,  
VICTORIA, B.C., and PORTLAND, OREGON,  
via KOBE and YOKOHAMA, on FRIDAY,  
the 15th May.  
Consular Invoices of Goods for United States  
Ports should be in QUADRUPLES, and one  
Copy must be sent forward by the Steamer to  
the care of the GENERAL FREIGHT AGENT,  
Oregon Railway and Navigation Co., Portland,  
Oregon.  
For further information as to Passage and  
Freight, apply to:  
SHEWAN & Co.,  
Agents.  
Hongkong, 4th May, 1896. (773)

"RICKMERS" REGULAR LINE OF  
STEAMERS.

FOR ANTWERP, BREMEN AND  
HAMBURG.

(Taking Cargo at through rates to RED SEA  
PORTS, MEDITERRANEAN and BLACK  
SEA PORTS.)

THE Company's Steamship

"DEIKE RICKMERS,"  
Captain Seigel, will be despatched as above on  
THURSDAY, the 28th instant.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.  
Hongkong, 8th May, 1896. (791)

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"  
Fallon, Master, will lead here for the above Port,  
and will have quick despatch.  
For Freight, apply to:  
SHEWAN & Co.,  
Agents.  
Hongkong, 18th February, 1896. (316)

FOR NEW YORK.

THE "100 A. L. American Ship

"T. F. OAKES,"  
E. W. Reed, Master, will lead here for the above Port,  
and will have quick despatch.  
For Freight, apply to:  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 4th May, 1896. (774)

FOR NEW YORK.

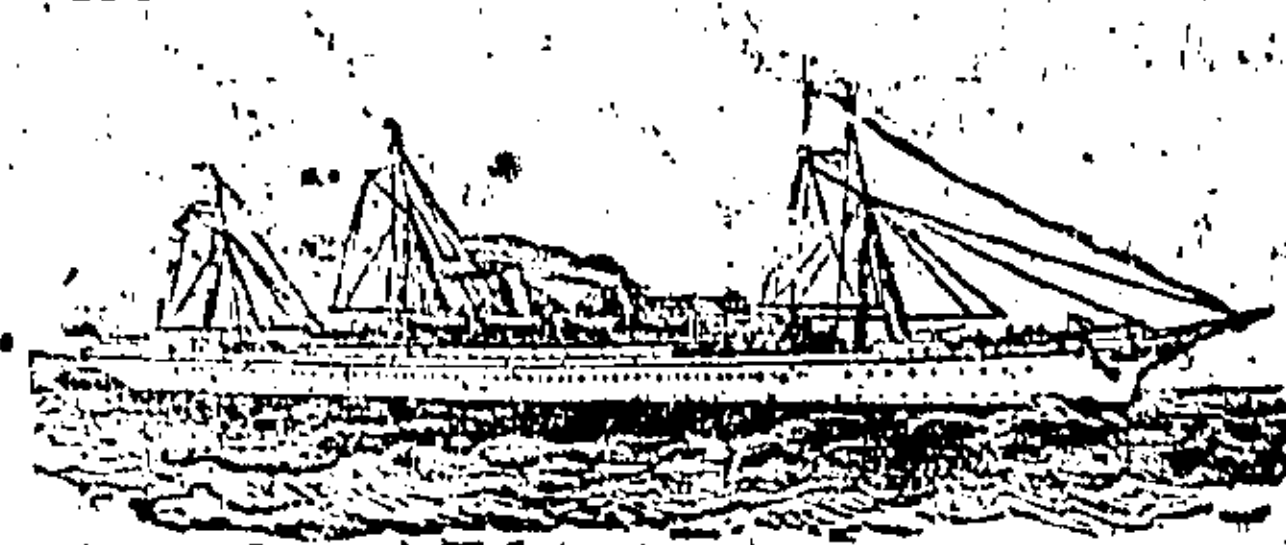
THE 3/3 L. L. American Ship

"LUCIE,"  
Ballard, Master, will lead here for the above Port,  
and will have quick despatch.  
For Freight, apply to:  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 2nd May, 1896. (774)

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. .... WEDNESDAY, 20th May.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. .... WEDNESDAY, 10th June.

EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 11th July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in  
12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 5, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months,  
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street. [3]

Hongkong, 29th April, 1896.

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki,  
Kobe, Inland Sea, Yoko-  
hama & Honolulu) ... Thursday, 13th May,  
at Noon.

Galle (via Nagasaki,  
Kobe, Inland Sea, Yoko-  
hama & Honolulu) ... Saturday, 30th May,  
at Noon.

Doric (via Nagasaki,  
Kobe, Inland Sea, Yoko-  
hama & Honolulu) ... Tuesday, 16th June,  
at Noon.

THE Company's Steamship

"COPTIC"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU, on WEDNESDAY,  
the 13th May, 1896, at Noon, Connection  
being made at Yokohama with Steamers from  
Shanghai.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until Five P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 30th April, 1896. (72)

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

JEYES  
FLUID  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 9th March, 1896. (6)

U. S. MAIL LINE.  
PACIFIC MAIL STEAM-  
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro  
(via Nagasaki, Kobe,  
Inland Sea, Yoko-  
hama & Honolulu) ... Thursday, 21st May,  
at Noon.

City of Peking  
(via Nagasaki, Kobe,  
Inland Sea, Yoko-  
hama & Honolulu) ... Sunday, 7th June,  
at Daylight.

China  
(via Nagasaki,  
Kobe, Inland Sea, Yoko-  
hama & Honolulu) ... Thursday, 25th June,  
at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU, on THURSDAY,  
the 21st May, 1896, at Noon, taking Passengers,  
and Freight for Japan, the United States, and  
Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained upon application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.

Special rates (First class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day.  
All Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in San Francisco, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 4th May, 1896. (71)

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE  
COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DANIEL'S PATENT MOTOR LAUNCHES.

For further information, apply to  
F. BLACKHEAD & CO.,  
Praya Central, Hongkong.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

AT  
REASONABLE PRICES.

Hongkong, 10th May, 1896. (14)

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table.  
Doctors and Stewardesses carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$250.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia ... 2,608 | Sunday ... 1st May, 17.

Braemar ... 3